

political subdivision of a state, or any representative of interested consumers or security holders, or any other person, desiring to be admitted as a party in this proceeding or to offer evidence in this matter, shall give notice of such intention to the Commission, such notice to be received by the Commission not later than July 23, 1936.

Upon the completion of the taking of testimony in this matter, the officer conducting said hearing is directed to close the hearing and make his report to the Commission.

By the Commission.

[SEAL]

FRANCIS P. BRASSOR, *Secretary.*

[F. R. Doc. 1151—Filed, July 8, 1936; 12:43 p. m.]

VETERANS' ADMINISTRATION.

REVISION OF REGULATIONS

REVISION OF RATING BOARD DECISIONS

R-1009. (A) No rating board will reverse or amend, except upon new and material evidence, a decision rendered by the same or any other rating board, or by any appellate authority, except where such reversal or amendment is clearly warranted by a change in law or by a specific change in interpretation thereof specifically provided for in a Veterans' Administration issue; provided, that a rating board may reverse or amend a decision by the same or any other rating board where such reversal or amendment is obviously warranted by a clear and unmistakable error shown by the evidence in file at the time the prior decision was rendered, but in each such case there shall be attached to each copy of the rating a signed statement by the rating board definitely fixing the responsibility for the erroneous decision. (See also R. & P. R-1201.)

(B) Whenever a rating board may be of the opinion that a revision or an amendment of a previous decision is warranted on the facts of record in the case at the time the decision in question was rendered, the complete file will be forwarded to the director, veterans claims service, accompanied by a complete and comprehensive statement of the facts in the case and a detailed explanation of the matters supporting the conclusion that a revision or amendment of the prior decision is in order. A rating decision will not be effected in any such case (January 25, 1936).

(C) Determinations in effect on March 19, 1933, will not be reversed in those cases comprehended within the provisions of Sections 27 and 28, Public, No. 141, 73d Congress, except as provided in these Sections. These cases, therefore, will not be referred to central office under subparagraph (B) above upon a difference of opinion. In the event clear and unmistakable error is discovered the rating board will take action as provided in subparagraph (A) above (July 8, 1936).

TRANSPORTATION AND TRAVELING EXPENSES OF CLAIMANTS AND BENEFICIARIES

R-6100. *Officials Empowered to Authorize Travel of Claimants or Beneficiaries.*—Subject to the conditions and within the limitations hereinafter specified, the following field officials of the Veterans' Administration are empowered to authorize the following travel:

(A) Manager, chief medical officer, or their designate or designates, in a regional office or facility with regional office activities: Necessary travel of claimants, beneficiaries, and needed attendant or attendants within the regional territory, and outside the regional territory when authority exists therefor. The manager's authority as to travel of claimants or beneficiaries will usually be exercised through the chief medical officer or the latter's designate or designates.

(13) Travel one way—from a private, state, or other government hospital to a facility under direct and exclusive jurisdiction of the Veterans' Administration—when a beneficiary who is to be so transferred has been hospitalized upon authority of the Veterans' Administration the transfer to the facility under the direct and exclusive jurisdiction of the Veterans' Administration will be made through the intermediation of the regional office of the territory in which the

private, state, or other government hospital is located, the transportation to be provided by the said regional office. This is a true inter-facility transfer. But, when the hospitalization of the beneficiary has not been upon authority of the Veterans' Administration (as when the patient has been hospitalized as a public charge or at the expense of relatives), then the application for hospital treatment or domiciliary care will be made by the patient or his representative to the manager of the nearest Veterans' Administration facility, who will determine eligibility, and if favorable, will supply transportation in accordance with the procedure now in effect for direct admissions. This is to be regarded as a direct admission, not an inter-facility transfer (July 8, 1936) (Veterans' Regulation No. 6—Series).

5226. *Authorizing Transportation Necessary for Appointment of a Guardian for, or for Commitment of, a Veteran Beneficiary.*—In any case wherein the insane veteran, for whom a guardian should be appointed or who should be committed, is in a facility and under the law of the state wherein the facility is located a guardian cannot be appointed locally, or, if commitment be necessary, such commitment may not be had locally, it may become necessary to have the veteran returned temporarily to his home in order that proper legal process may be served preliminary to the necessary legal proceedings. In such case if the facility is not more than 100 miles beyond the limits of the regional area the chief attorney may authorize the costs in accordance with existing regulations, including such necessary travel of the veteran and an attendant or attendants, if necessary. If the facility is more than 100 miles beyond the regional area limits the chief attorney will secure prior authority from the solicitor. In any event, the manager of the facility where the veteran is located will determine whether the veteran is able to travel for such purposes. It is reemphasized that such travel will not be authorized unless there be no other legal method of appointing a guardian, or committing the veteran, as the case may be (July 8, 1936) (Section 21, W. W. V. Act, as amended by Public, No. 262, 74th Congress).

[SEAL]

FRANK T. HINES,

Administrator of Veterans' Affairs.

[F. R. Doc. 1146—Filed, July 8, 1936; 11:23 a. m.]

Friday, July 10, 1936

No. 85

TREASURY DEPARTMENT.

Bureau of Internal Revenue.

[T. D. 4663]

REWARDS FOR INFORMATION LEADING TO THE DETECTION AND PUNISHMENT OF PERSONS VIOLATING INTERNAL REVENUE LAWS

Under and by virtue of the provisions of Section 3463 of the Revised Statutes of the United States, which authorize the Commissioner of Internal Revenue, with the approval of the Secretary of the Treasury, to pay such sums as he may deem necessary, not exceeding in the aggregate the sum appropriated therefor, for detecting and bringing to trial and punishment persons guilty of violating the internal revenue laws, or conniving at violations of the same, in cases where such expenses are not otherwise provided for by law, the Commissioner of Internal Revenue, with the approval of the Secretary of the Treasury, does hereby offer for information given by persons other than officers of internal revenue, or persons appointed or employed in, or acting in connection with, the Internal Revenue Service, that shall lead to the detection and punishment of persons guilty of violating the internal revenue laws, or conniving at the same, such reward as the Commissioner of Internal Revenue, with the approval of the Secretary of the Treasury, shall deem suitable, but in no case exceeding 10 per cent of the net amount of taxes, penalties, fines, and forfeitures which, by reason of said information, shall be paid irrecoverably to the United States through suit or otherwise.

The rewards hereby offered are limited in their aggregate to the sum appropriated therefor and shall be paid only in cases not otherwise provided for by law.

Claims for reward under the provisions hereof shall be made on Form No. 211, which may be obtained from Collectors of Internal Revenue or from the Bureau at Washington, D. C.

Treasury Decision No. 21,856, dated December 18, 1899, and Internal Revenue Circular No. 99-5th Revision dated April 22, 1926 (Department Circular No. 147 of 1899) are hereby revoked.

[SEAL]

GUY T. HELVERING, *Commissioner.*

Approved, July 6, 1936.

WAYNE C. TAYLOR,

Acting Secretary of the Treasury.

[F. R. Doc. 1161—Filed, July 9, 1936; 11:51 a. m.]

Federal Alcohol Administration.

[Regulations No. 5—Amendment No. 2]

LABELING AND ADVERTISING OF DISTILLED SPIRITS

Pursuant to the provisions of Section 5 (e) and (f) of the Federal Alcohol Administration Act, approved August 29, 1935, Regulations No. 5, Relating to Labeling and Advertising of Distilled Spirits, as amended,¹ are hereby further amended as follows:

1. Article I (j) of said regulations is amended to read:

(j) The term "age" means the period during which, after distillation and before bottling, distilled spirits have been kept in oak containers, charred if for a whiskey of American type other than corn whiskey, straight corn whiskey, blended corn whiskey, or a blend of straight corn whiskeys. In the case of American type whiskeys produced on or after July 1, 1936, other than corn whiskey, straight corn whiskey, blended corn whiskey, and blends of straight corn whiskey, "age" means the period during which the whiskey has been kept in charred new oak containers.

2. Article II, Section 21, Class 3 (a) of said regulations is amended to read:

(a) "Distilled gin" is a distillate obtained by original distillation from mash, or by the redistillation of distilled spirits, over or with juniper berries and other aromatics customarily used in the production of gin, and deriving its main characteristic flavor from juniper berries and reduced at time of bottling to not less than 80° proof; and includes mixtures solely of such distillates.

3. Article II, Section 21, Class 4 (a) of said regulations is amended to read:

(a) "Brandy" is a distillate, or a mixture of distillates, obtained solely from the fermented juice or mash of fruit (1) distilled at less than 190° proof in such manner that the distillate possesses the taste, aroma, and characteristics generally attributed to brandy; and (2) bottled at not less than 80° proof; and shall also include such distillates, aged for a period of not less than fifty years, and bottled at not less than 72° proof, in cases where the reduction in proof below 80° is due solely to losses resulting from natural causes during the period of aging.

4. Article III, Section 34 (b) of said regulations is amended to read:

(b) The labeling of any bottled highballs, cocktails, gin fizzes, and other prepared specialties shall state, in conformity with subsection (a), the classes and types of distilled spirits used in the manufacture thereof. Any such statement of class and type may, but need not, be stated as part of the designation of the product. If not made a part of the designation of the product, then such class and type statement shall be stated elsewhere upon the brand label or on a separate label affixed in immediate proximity thereto on the same side of the bottle.

5. Article III, Section 35 (c) of said regulations is amended to read:

(c) "Imported by."—

(1) On labels of imported distilled spirits, bottled prior to importation, there shall be stated the words "Imported by", "Imported exclusively by", or a similar appropriate phrase, and immediately thereafter the name of the importer, or exclusive agent, or sole distributor, or other person responsible for the importation, together with the principal place of business in the United States of such person.

(2) On labels of imported distilled spirits bottled after importation by a person other than the person responsible for the

importation, there shall be stated, in the manner and form prescribed above, the name and address of the person responsible for the importation, and in addition thereto the words "bottled by", and immediately thereafter, the name of the bottler and the place where bottled.

(3) On labels of imported distilled spirits bottled after importation by the person responsible for the importation, there shall be stated the words "Imported and bottled by", "Imported and bottled exclusively by", or a similar appropriate phrase, and immediately thereafter, the name of the bottler and the place where bottled.

(4) The statements provided for domestic distilled spirits by subsections (a) and (b), if applicable, may, but need not, appear on labels of imported bottled distilled spirits, unless required by State or foreign law or regulation. If required by State or foreign law or regulation, they shall appear in accordance with the requirements thereof.

6. Article III, Section 35 (e), of said regulations is amended to read:

(e) "Bottled for."—In addition to the requirements of (a), (b), (c), and (d) of this section, on labels of distilled spirits bottled for the holder of a permit, or a retailer, who is not the actual distiller or rectifier of such distilled spirits, there may be stated the name and address of the permittee or retailer for whom such distilled spirits are so bottled, immediately preceded by the words "bottled for", or "Distributed by", or other similar statement.

[SEAL]

W. S. ALEXANDER,

Administrator, Federal Alcohol Administration.

Approved, July 8, 1936.

WAYNE C. TAYLOR,

Acting Secretary of the Treasury.

[F. R. Doc. 1156—Filed, July 8, 1936; 3:03 p. m.]

DEPARTMENT OF THE INTERIOR.

Office of Indian Affairs.

AMENDMENT TO SECTION 13 OF THE REGULATIONS TO GOVERN PROSPECTING FOR AND MINING OF METALLIFEROUS MINERALS ON UNALLOTTED LANDS OF INDIAN RESERVATIONS.

Section 13 of said regulations promulgated under authority of section 26 of the Act of June 30, 1919 (41 Stat. 31), as amended December 16, 1926 (44 Stat. 922-923), is hereby amended to read as follows:

Each lessee will be required to pay a royalty on production computed on the net value of the output of the minerals at the mine, payable at the end of each month. The law provides that this royalty shall not be less than five per cent, but in view of the impossibility of fixing in advance by regulation the exact royalty to be imposed upon the different minerals found, varying in value and in conditions under which they are mined, the royalty governing each lease will be fixed and determined prior to the issuance of each lease and incorporated therein. The term used in the law, "net value of the output of the minerals at the mine", is construed to mean the amount received for the ores, concentrates, or bullion derived therefrom, less the cost of treatment necessary for the sale of said ores, concentrates, or bullion.

Approved, June 29, 1936.

OSCAR L. CHAPMAN,
First Assistant Secretary.

[F. R. Doc. 1160—Filed, July 9, 1936; 9:20 a. m.]

DEPARTMENT OF AGRICULTURE.

Agricultural Adjustment Administration.

SR—B-1, Revised Supplement (n)

1936 AGRICULTURAL CONSERVATION PROGRAM—SOUTHERN REGION

BULLETIN NO. 1, REVISED—SUPPLEMENT (n)

Definition of the Term "Person"

The definition of the term "person" as provided in part I of Southern Region Bulletin No. 1, Revised, is amended to read as follows:

Person means an individual, partnership, association, corporation, and wherever applicable, a State, a political subdivision of a

¹ 1 F. R. 92, 103.

State or any agency thereof, or any other governmental agencies that may be designated by the Secretary.

In witness whereof, R. G. Tugwell, Acting Secretary of Agriculture, has hereunto set his hand and caused the official seal of the Department of Agriculture to be affixed in the City of Washington, District of Columbia, this 9th day of July 1936.

[SEAL]

R. G. TUGWELL,
Acting Secretary of Agriculture.

[F. R. Doc. 1162—Filed, July 9, 1936; 12:04 p. m.]

DEPARTMENT OF COMMERCE.

Bureau of Air Commerce.

DESIGNATION OF THE FEDERAL AIRWAYS SYSTEM AS CIVIL AIRWAYS OF THE UNITED STATES

JULY 7, 1936.

By virtue of and pursuant to the authority vested in me by the Air Commerce Act of 1926, as amended (44 Stat. 570, 49 U. S. C., Sec. 175), I hereby designate the following described air routes as civil airways necessary to foster air commerce and suitable for interstate or foreign air commerce.

Each civil airway designated herein shall include the navigable air space located vertically above an area on the horizontal plane contained within lines encircling each airport (hereinafter called terminal airport) at the end thereof, within a radius of 25 miles from the center of said airport and also contained within two lines each parallel to and located 25 miles from the center line connecting the terminal airports thereof with such other points as hereinafter specified, to designate the route of said airway. Each civil airway designated herein shall also include the terminal and intermediate airports, emergency landing fields, and all other air navigation facilities located or which may be hereafter located and established within the said area.

Provided that the civil airways designated herein shall not include any air space reservations set aside and protected by Executive Orders pursuant to the provisions of Section 4 of the Air Commerce Act of 1926, or the navigable air space above non-territorial waters or above foreign territory abutting the boundaries of the United States.

Civil Airway No. 1.—Albany-Boston.

Albany, New York, Municipal Airport, via Springfield, Mass., Municipal Airport and Worcester, Mass., Grafton Airport, to Boston, Mass., Municipal Airport.

Civil Airway No. 2.—Amarillo-Kansas City.

Amarillo, Texas, English Field, via Woodward, Oklahoma, Municipal Airport, Wichita, Kansas, Municipal Airport, to Kansas City, Missouri, Municipal Airport.

Civil Airway No. 4.—Amarillo-St. Louis.

Amarillo, Texas, English Field, via Oklahoma City, Municipal Airport, Tulsa, Okla., Municipal Airport, Springfield, Mo., Municipal Airport, to St. Louis, Mo., Lambert Field.

Civil Airway No. 5.—Atlanta-Charleston.

Atlanta, Georgia, Municipal Airport, via Augusta, Ga., Daniel Field (Municipal), Columbia, S. C., Municipal Airport, to Charleston, S. C., Municipal Airport.

Civil Airway No. 6.—Atlanta-Nashville.

Atlanta, Georgia, Municipal Airport, via Chattanooga, Tenn., Municipal Airport, to Nashville, Tenn., Municipal Airport.

Civil Airway No. 7.—Atlanta-New York.

Atlanta, Georgia, Municipal Airport, via Spartanburg, S. C., Municipal Airport, Charlotte, N. C. (Commercial Airport), Greensboro, N. C., Lindley Field (Municipal), Richmond, Va., Richard E. Byrd Field (Municipal), Washington, D. C.,

Washington-Hoover Airport, Camden, N. J., Central Airport (Commercial), to Newark, N. J. (Municipal) Airport.

Civil Airway No. 9.—Boston-Bar Harbor.

Boston, Mass., Municipal Airport, via Portsmouth, N. H., Portsmouth Airport (Auxiliary), Portland, Maine, Portland Airport (Scarboro Commercial), Augusta, Maine, State Airport, Waterville, Maine, Municipal Airport, Bangor, Maine, Municipal Airport, to Bar Harbor, Maine, Municipal Airport.

Civil Airway No. 10.—Boston-Montreal.

Boston, Mass., Municipal Airport, via Manchester, N. H., Municipal Airport, Concord, N. H., Municipal Airport, White River Junction, N. H., Twin State Airport (Commercial), Montpelier, Vt., Barre-Montpelier Airport (Commercial), to Burlington, Vt., Municipal Airport.

Civil Airway No. 12.—Brownsville-Fort Worth.

Brownsville, Texas, Municipal Airport, via Kingsville, Tex., Dept. of Commerce Emergency Field (Site 11), Corpus Christi, Tex., Municipal Airport, San Antonio, Tex., Winburn Field (Municipal), Austin, Tex., Robt. Mueller Airport (Municipal), Waco, Texas, Rich Field (Municipal), to Fort Worth, Texas, Meacham Field.

Civil Airway No. 14.—Buffalo-New York.

Buffalo, New York, Municipal Airport, via Elmira, N. Y., American Airlines Field (Commercial), Scranton, Pa., Municipal Airport, to Newark, N. J., Municipal Airport.

Civil Airway No. 15.—Cheyenne-Billings.

Cheyenne, Wyoming, Municipal Airport, via Douglas, Wyo., American Legion Airport, Casper, Wyo., Wardwell Field (Municipal), Sheridan, Wyo., Municipal Airport, Hardin, Mont., Municipal Airport, to Billings, Mont., Municipal Airport.

Civil Airway No. 16.—Chicago-Milwaukee.

Chicago, Illinois, Municipal Airport, to Milwaukee, Wisconsin, Municipal Airport.

Civil Airway No. 17.—Chicago-New York.

Chicago, Illinois, Municipal Airport, via Lansing, Ill., Ford Airport, Toledo, Ohio, Transcontinental Airport (Municipal), Sandusky, Ohio, Municipal Airport, Cleveland, Ohio, Municipal Airport, Bellefont, Pa., Dept. of Commerce Emergency Field (Site 52-B), Allentown, Pa., Allentown-Bethlehem Airport (Municipal), to Newark, N. J., Newark Airport (Municipal).

Civil Airway No. 19.—Chicago-Twin Cities.

Chicago, Illinois, Municipal Airport, via Rockford, Ill., Machesney Airport (Commercial), Lone Rock, Wis., Dept. of Commerce Emergency Field (Site 15), LaCrosse, Wis., LaCrosse County Airport, to St. Paul, Minn., Holman Municipal Airport.

Civil Airway No. 19-1.—Chicago-Twin Cities via Rochester.

LaCrosse, Wisconsin, LaCrosse County Airport, via Rochester, Minn., Rochester Airport (Commercial) to St. Paul, Minn., Holman Municipal Airport.

Civil Airway No. 20.—Cincinnati-Chicago.

Cincinnati, Ohio, Municipal Airport, via Indianapolis, Ind., Municipal Airport, LaFayette, Ind., Purdue University Airport (Private), to Lansing, Ill., Ford Airport.

Civil Airway No. 21.—Cincinnati-Washington.

Cincinnati, Ohio, Municipal Airport, via Charleston, W. Va., Wertz Field (Municipal), Elkins, W. Va., Harpers Field (Municipal), to Washington, D. C., Washington-Hoover Airport.

Civil Airway No. 22.—Cleveland-Albany.

Cleveland, Ohio, Municipal Airport, via Erie, Pa., Downing Airport (Commercial), Buffalo, N. Y., Municipal Airport, Rochester, N. Y., Municipal Airport, Syracuse, N. Y., Municipal Airport, Utica, N. Y., Municipal Airport, to Albany, N. Y., Municipal Airport.

Civil Airway No. 23—Toledo-Detroit.

Toledo, Ohio, Transcontinental Airport (Municipal), via Wayne County Airport, to Detroit, Mich., Detroit City Airport.

Civil Airway No. 25—Columbus-Philadelphia.

(a) Columbus, Ohio, Port Columbus Airport (Municipal), via Wheeling, W. Va., Scott Field (Commercial), to Pittsburgh, Pa., Pittsburgh-Allegheny Airport.

(b) McConnellsburg, Pa., Dept. of Commerce Emergency Field (Site 9-B), via Harrisburg, Pa., Harrisburg Airport (Commercial), to Camden, N. J., Central Airport (Commercial).

Civil Airway No. 26—Dallas-Louisville.

Dallas, Texas, Love Field, Municipal Airport, via Texarkana, Ark., Municipal Airport, Little Rock, Ark., Municipal Airport, Memphis, Tenn., Municipal Airport, Nashville, Tenn., Municipal Airport, to Louisville, Ky., Bowman Field.

Civil Airway No. 31—El Paso-Fort Worth.

El Paso, Texas, Municipal Airport, via Wink, Texas, Dept. of Commerce Emergency Field (Site 18), Big Springs, Tex., Municipal Airport, Sweetwater, Tex., Municipal Airport, Eastland, Tex., Dept. of Commerce Emergency Field (Site 45-B), to Fort Worth, Tex., Meacham Field (Municipal).

Civil Airway No. 32—El Paso-Pueblo.

El Paso, Texas, Municipal Airport, via Las Cruces, N. M., Las Cruces Airport (Auxiliary), Albuquerque, N. M., Albuquerque Airport (Commercial), Santa Fe, N. M., Municipal Airport, Las Vegas, N. M., Las Vegas Airport (Auxiliary), Wagon Mound, N. M., Wagon Mound Airport (Auxiliary), Trinidad, Colo., Trinidad Airport (Auxiliary), to Pueblo, Colo., Municipal Airport.

Civil Airway No. 33—Fargo-Winnipeg.

Fargo, N. D., Hector Field (Municipal), via Grand Forks, N. D., Municipal Airport, Pembina, N. D., Municipal Airport, to a point on the international boundary where a straight line between Pembina, N. D., Municipal Airport, and Winnipeg, Canada, Winnipeg Airport, intersects said boundary.

Civil Airway No. 34—Fort Worth-Amarillo.

Fort Worth, Tex., Meacham Field, via Wichita Falls, Tex., Kell Field (Municipal), to Childress, Tex., Childress Field (Auxiliary), to Amarillo, Tex., English Field.

Civil Airway No. 35—Fort Worth-Atlanta.

Fort Worth, Texas, Meacham Field, via Dallas, Tex., Love Field, Shreveport, La., Municipal Airport, Jackson, Miss., Municipal Airport, Meridian, Miss., Key Airport (Municipal), Birmingham, Ala., Municipal Airport, to Atlanta, Ga., Municipal Airport.

Civil Airway No. 37—Fort Worth-Wichita.

Fort Worth, Texas, Meacham Field, via Ardmore, Okla., Dept. of Commerce Emergency Field (Site 10), Oklahoma City, Okla., Oklahoma City Air Terminal (Municipal), Ponca City Municipal Airport, to Wichita, Kan., Municipal Airport.

Civil Airway No. 38—Galveston-Waco.

Galveston, Texas, Municipal Airport, via Houston, Tex., Municipal Airport, to Waco, Tex., Rich Field (Municipal).

Civil Airway No. 41—Helena-Twin Cities.

Helena, Montana, Municipal Airport, via Bozeman, Mont., Beacon Site #8, Billings, Mont., Municipal Airport, Miles City, Mont., Municipal Airport, Dickinson, N. D., Dept. of Commerce Emergency Field (Site 49) Bismarck, N. D., Municipal Airport, Jamestown, N. D., Municipal Airport, Fargo, N. D., Hector Field (Municipal), Alexandria, Minn., Dept. of Commerce Emergency Field (Site 87), Minneapolis, Minn., Wold-Chamberlain Field (Municipal), to St. Paul, Minn., Holman Municipal Airport.

Civil Airway No. 43—Indianapolis-Dayton.

Indianapolis, Indiana, Municipal Airport, to Dayton, Ohio, Municipal Airport.

Civil Airway No. 44—Jacksonville-Richmond.

Jacksonville, Florida, Municipal Airport, via Savannah, Ga., Municipal Airport, Charleston, S. C., Municipal Airport, Florence, S. C., Dept. of Commerce Emergency Field (Site 29), Raleigh, N. C., Municipal Airport to Richmond, Va., R. E. Byrd Field (Municipal).

Civil Airway No. 45—Kansas City-Chicago.

Kansas City, Missouri, Municipal Airport, via Burlington, Iowa, Municipal Airport, to Chicago, Ill., Municipal Airport.

Civil Airway No. 47—Kansas City-Omaha.

Kansas City, Missouri, Municipal Airport, via St. Joseph, Mo., Municipal Airport, to Omaha, Neb., Municipal Airport.

Civil Airway No. 48—Kansas City-St. Louis.

Kansas City, Missouri, Municipal Airport, to St. Louis, Mo., Lambert Field (Municipal).

Civil Airway No. 49—Los Angeles-Amarillo.

Saugus, Calif., Dept. of Commerce Emergency Field (Site 3-A), via Daggett, Calif., Dept. of Commerce Emergency Field (Site 10), Bagdad, Calif., Dept. of Commerce Emergency Field (Site 16), Kingman, Ariz., Port Kingman (Commercial), Winslow, Ariz., T. & W. A. (Commercial), Albuquerque, N. M., Albuquerque Airport (Commercial), to Amarillo, Tex., English Field (Commercial).

Civil Airway No. 51—Los Angeles-Phoenix.

Los Angeles, Calif., Municipal Airport, via Fontana, Calif., Dept. of Commerce Emergency Field (Site 5), Indio, Calif., Indio Airport (Commercial), Blythe, Calif., Blythe Airport (Auxiliary), to Phoenix, Ariz., Sky Harbor Airport (Municipal).

Civil Airway No. 52—Los Angeles-Salt Lake City.

Daggett, Calif., Dept. of Commerce Emergency Field (Site 10), via Las Vegas, Nev., Las Vegas Airport (Commercial), St. George, Utah, Dept. of Commerce Emergency Field (Site 37-A), to Salt Lake City, Utah, Municipal Airport.

Civil Airway No. 53—Los Angeles-San Francisco.

Los Angeles, Calif., Municipal Airport, via Saugus, Calif., Dept. of Commerce Emergency Field (Site 3-A), Bakersfield, Calif., Kern County Airport, Visalia, Calif., Municipal Airport, Fresno, Calif., Fresno-Chandler Airport (Municipal), Merced, Calif., Municipal Airport, Oakland, Calif., Municipal Airport, to San Francisco, Calif., Municipal Airport.

Civil Airway No. 54—Louisville-Cleveland.

Louisville, Kentucky, Bowman Field (Municipal), via Cincinnati, Ohio, Lunken Airport (Municipal), Dayton, Ohio, Municipal Airport, Columbus, Ohio, Port Columbus Airport (Municipal), to Cleveland, Ohio, Municipal Airport.

Civil Airway No. 55—Louisville-Indianapolis.

Louisville, Kentucky, Bowman Field (Municipal), to Indianapolis, Ind., Municipal Airport.

Civil Airway No. 56—Miami-Atlanta.

Miami, Florida, Municipal Airport, via West Palm Beach, Fla., Belvedere Airport (Commercial), Daytona Beach, Fla., Municipal Airport, Jacksonville, Fla., Municipal Airport, Waycross, Ga., Ware County (Municipal), Macon, Ga., Municipal Airport, to Atlanta, Ga., Municipal Airport.

Civil Airway No. 57—Michigan Airways—South Bend-Detroit.

South Bend, Ind., Municipal Airport, via Kalamazoo, Mich., Lindbergh Field (Municipal), Jackson, Michigan, Reynolds Airport (Municipal), to Detroit, Mich., Detroit City Airport.

Civil Airway No. 58—Milwaukee-Detroit.

Milwaukee, Wisconsin, Municipal Airport, via Muskegon, Mich., Muskegon County Airport, Grand Rapids, Mich., Kent County Airport, Lansing, Mich., Capital City Airport (State) to Detroit, Mich., Detroit City Airport.

Civil Airway No. 59—Milwaukee-Lone Rock.

Milwaukee, Wisconsin, Municipal Airport, via Madison, Wis., Municipal Airport, to Lone Rock, Wis., Dept. of Commerce Emergency Field (Site 15).

Civil Airway No. 60—Nashville-Washington.

Nashville, Tenn., Municipal Airport, via Knoxville, Tenn., McGhee-Tyson Airport, Bristol, Tenn., Municipal Airport, Roanoke, Va., Municipal Airport, Lynchburg, Va., Preston Glenn Airport, to Washington, D. C., Washington-Hoover Airport.

Civil Airway No. 61—New Orleans-Atlanta.

New Orleans, La., Shushan Airport (Municipal), via Mobile, Ala., Bates Field (Municipal), Montgomery, Ala., Municipal Airport, Opelika, Ala., Dept. of Commerce Emergency Field (Site 33), to Atlanta, Ga., Municipal Airport.

Civil Airway No. 62—New Orleans-St. Louis.

New Orleans, La., Shushan Airport (Municipal), via Jackson, Miss., Municipal Airport, Memphis, Tenn., Municipal Airport, Advance, Mo., Dept. of Commerce Emergency Field (Site 48), to St. Louis, Mo., Lambert Field (Municipal).

Civil Airway No. 64—New York-Boston.

Newark, New Jersey, Newark Airport, to Boston, Mass., Municipal Airport.

Civil Airway No. 64-1—New York-Boston via Hartford and Providence.

Newark, New Jersey, Airport, via New Haven, Conn., Municipal Airport, Hartford, Conn., Rentschler Field (Commercial), Providence, R. I., Rhode Island State Airport, to Boston, Mass., Municipal Airport.

Civil Airway No. 65—New York-Montreal.

Newark, New Jersey, Municipal Airport, via Albany, N. Y., Municipal Airport, Glens Falls, N. Y., Floyd Bennett Field (Municipal), and Burlington, Vt., Municipal Airport, to a point on the United States-Canadian boundary where a straight line between Burlington, Vt., Municipal Airport, and Montreal, Canada, Montreal Airport, intersects said boundary line.

Civil Airway No. 67—Omaha-Chicago.

Omaha, Nebraska, Municipal Airport, via Des Moines, Iowa, Municipal Airport, Iowa City, Municipal Airport, Davenport, Iowa, Cram Field (Municipal), to Beacon Site #36, Kansas City-Chicago Airway.

Civil Airway No. 68—Omaha-Sioux Falls.

Omaha, Nebraska, Municipal Airport, via Sioux City, Iowa, Rickenbacker Airport (Commercial), to Sioux Falls, S. D., Municipal Airport.

Civil Airway No. 71—Portland-Spokane.

Portland, Oregon, Municipal Airport, via North Dalles, Wash., Dept. of Commerce Emergency Field (Site 7-A), Umatilla, Ore., Dept. of Commerce Emergency Field (Site 17), Pendleton, Ore., Municipal Airport, Pasco, Wash., Franklin County Airport, to Spokane, Wash., Felts Field (Municipal).

Civil Airway No. 72—Pueblo-Cheyenne.

Pueblo, Colorado, Municipal Airport, via Denver, Colo., Denver, Colo. Airport (Municipal), to Cheyenne, Wyo., Municipal Airport.

Civil Airway No. 75—Salt Lake City-Great Falls.

Salt Lake City, Utah, Municipal Airport, via Ogden, Utah, Municipal Airport, Pocatello, Idaho, Municipal Airport, Idaho Falls, Idaho, Municipal Airport, Dubois, Idaho, Dept. of Commerce Emergency Field (Site 23), Dell, Mont., Dept. of Commerce Emergency Field (Site 27-B), Dillon, Mont., Municipal Airport, Whitehall, Mont., Dept. of Commerce Emergency Field (Site 36-A), Butte, Mont., Municipal Airport, Helena, Mont., Municipal Airport, to Great Falls, Mont., Municipal Airport.

Civil Airway No. 76—Salt Lake City-Omaha.

Salt Lake City, Utah, Municipal Airport, via Wanship, Utah, Dept. of Commerce Emergency Field (Site 2-B), Granger, Wyo., Dept. of Commerce Emergency Field (Site 12), Rock Springs, Wyo., Municipal Airport, Medicine Bow,

Wyo., Dept. of Commerce Emergency Field (Site 31), Laramie, Wyo., Dept. of Commerce Emergency Field (Site 36), Cheyenne, Wyo., Municipal Airport, North Platte, Neb., Municipal Airport, Kearney, Neb., Dept. of Commerce Emergency Field (Site 71), Grand Island, Neb., Municipal Airport, Lincoln, Neb., Lindbergh Field (Municipal), to Omaha, Neb., Municipal Airport.

Civil Airway No. 77—Salt Lake City-Pendleton.

Salt Lake City, Utah, Municipal Airport, via Burley, Idaho, Municipal Airport, Mountain Home, Idaho, Dept. of Commerce Emergency Field (Site 25), Boise, Idaho, Municipal Airport, Baker, Ore., Municipal Airport, LaGrande, Ore., Dept. of Commerce Emergency Field (Site 45-A) to Pendleton, Ore., Municipal Airport.

Civil Airway No. 79—San Antonio-New Orleans.

San Antonio, Tex., Municipal Airport, via Houston, Tex., Municipal Airport, Beaumont, Tex., Municipal Airport, Baton Rouge, La., Municipal Airport, to New Orleans, La., Shushan Airport (Municipal).

Civil Airway No. 80—Phoenix-El Paso.

Phoenix, Arizona, Municipal Airport, via Tucson, Ariz., Municipal Airport, Benson, Ariz., Dept. of Commerce Emergency Field (Site 45-B), Douglas, Ariz., Municipal Airport, Rodeo, N. M., Dept. of Commerce Emergency Field (Site 57-A), to El Paso, Tex., Municipal Airport.

Civil Airway No. 80-1—Phoenix-El Paso—Benson to Rodeo.

Benson, Ariz., Dept. of Commerce Emergency Field (Site 45-B), to Rodeo, N. M., Dept. of Commerce Emergency Field (Site 57-A).

Civil Airway No. 81—San Diego-Los Angeles.

San Diego, California, Lindbergh Field (Municipal), via Oceanside, Calif., Dept. of Commerce Emergency Field (Site 3), to Los Angeles, Calif., Municipal Airport.

Civil Airway No. 82—San Francisco-Salt Lake City.

San Francisco, Calif., Municipal Airport, via Oakland, Calif., Municipal Airport, Sacramento, Calif., Municipal Airport, Blue Canyon, Calif., Dept. of Commerce Emergency Field (Site 13), Reno, Nev., Hubbard Field (Commercial), Elko, Nev., Keddle Field (Municipal), Wells, Nev., Dept. of Commerce Emergency Field (Site 46-B), Wendover, Utah, Dept. of Commerce Emergency Field (Site 52), to Salt Lake City, Utah, Municipal Airport.

Civil Airway No. 83—San Francisco-Seattle.

San Francisco, Calif., Municipal Airport, via Oakland, Calif., Municipal Airport, Suisun, Calif., Dept. of Commerce Emergency Field (Site 4), Redding, Calif., Benton Field (Municipal), Montague, Calif., Municipal Airport, Medford, Ore., Municipal Airport, Grants Pass, Ore., Josephine County Airport, Eugene, Ore., Municipal Airport, Portland, Ore., Municipal Airport, Chehalis, Wash., Municipal Airport, Tacoma, Wash., Municipal Airport, to Seattle, Wash., Boeing Field (Municipal).

Civil Airway No. 84—Seattle-Helena.

Seattle, Wash., Boeing Field, via Ellensburg, Wash., Municipal Airport, Ephrata, Wash., Dept. of Commerce Emergency Field (Site 13-B), Spokane, Wash., Municipal Airport, Missoula, Mont., Municipal Airport, Drummond, Mont., Dept. of Commerce Emergency Field (Site 44-B), to Helena, Mont., Municipal Airport.

Civil Airway No. 84-1—Seattle-Helena—Wenatchee Branch.

Ellensburg, Wash., Municipal Airport, via Wenatchee, Wash., Fancher Field (Municipal), to Ephrata, Wash., Dept. of Commerce Emergency Field (Site 13-B).

Civil Airway No. 84-2—Seattle-Helena—Butte Cut-off.

Drummond, Mont., Dept. of Commerce Emergency Field (Site 44-B), via Deer Lodge, Mont., Deer Lodge Airport (Auxiliary), Butte, Mont., Municipal Airport, Whitehall, Mont., Dept. of Commerce Emergency Field (Site 36-A), to Bozeman, Mont. Beacon Site #8.

Civil Airway No. 85.—Seattle-Vancouver, B. C.

Seattle, Wash., Boeing Field, via Everett, Wash., Everett Airport (Auxiliary) and Bellingham, Wash., Graham Field (Commercial), to a point on the U. S.-Canadian boundary where a straight line between Bellingham, Wash., Graham Field (Commercial), and Vancouver, B. C., Vancouver Airport, intersects said international boundary.

Civil Airway No. 88.—Sioux Falls-Bismarck.

Sioux Falls, S. D., Municipal Airport, via Huron, S. D., Municipal Airport, Aberdeen, S. D., Municipal Airport, to Bismarck, N. D., Municipal Airport.

Civil Airway No. 89.—Sioux Falls-Twin Cities.

Sioux Falls, S. D., Municipal Airport, to Minneapolis, Minn., Municipal Airport.

Civil Airway No. 91.—St. Louis-Chicago.

St. Louis, Missouri, Lambert Field (Municipal), via Springfield, Ill., Municipal Airport, to Morse, Ill., Dept. of Commerce Emergency Field (Site 29).

Civil Airway No. 93.—St. Louis-Indianapolis.

St. Louis, Missouri, Lambert Field (Municipal), to Indianapolis, Ind., Municipal Airport.

Civil Airway No. 94.—St. Petersburg-Daytona Beach.

St. Petersburg, Fla., Albert Whitted Airport (Municipal), via Tampa, Fla., Drew Field (Municipal), Haines City, Fla., Legion Airport, Orlando, Fla., Municipal Airport, to Daytona Beach, Fla., Municipal Airport.

Civil Airway No. 98.—Washington-Cleveland.

Washington, D. C., Washington-Hoover Airport, via McConnellsburg, Pa., Dept. of Commerce Emergency Field (Site 9-B), Pittsburgh, Pa., Allegheny County Airport, Akron, Ohio, Municipal Airport, to Cleveland, Ohio, Municipal Airport.

DANIEL C. ROPER,
Secretary of Commerce.

[F. R. Doc. 1157—Filed, July 8, 1936; 3:53 p. m.]

AIR COMMERCE REGULATIONS

[Aeronautics Bulletin No. 7, Edition of January 1, 1934, Amendment No. 4]

JULY 7, 1936.

Pursuant to the Air Commerce Act of 1926 (44 Stat. 568), as amended, and as further amended by the Act of June 19, 1934 (44 Stat. 1113), and the Act of June 19, 1934 (44 Stat. 1116), Chapter 7 of Aeronautics Bulletin No. 7 is hereby amended by adding Paragraph (G), under Section 70, as follows:

(G) **CIVIL AIRWAY TRAFFIC CONTROL.**—(1) *Intentional Instrument Flights.*—(a) No intentional instrument flight of aircraft shall be made or continued, or caused to be made or continued, on a civil airway when a weather condition of broken clouds or solid overcast exists on said airway unless the person in command of said aircraft shall have demonstrated satisfactorily to an authorized Bureau of Air Commerce inspector his ability to navigate on instruments (meaning to navigate under a hood or without benefit of extra-cockpit view) and to use radio range facilities, and unless there is installed in the aircraft, and properly functioning at the time of such flight, such air navigation instruments and equipment as have been approved by said Bureau of Air Commerce inspector as reasonably necessary for such flight.

(b) No intentional instrument flight of aircraft shall be made or continued, or caused to be made or continued, on a civil airway under known icing weather conditions unless, in addition to compliance with all of the requirements of (a) immediately foregoing, such aircraft is further possessed of additional equipment (such as de-icing equipment) as has been approved by said Bureau of Air Commerce inspector as reasonably necessary for such flight.

(c) No non-scheduled intentional instrument flight of aircraft shall be made or continued, or caused to be made or continued, on a civil airway when severe storms (such as severe electrical or dust storms, etc.) exist along said airway.

(d) Intentional instrument flights under simulated conditions (under a hood or made without benefit of extra-cockpit view) may be conducted on a civil airway, for training purposes, provided that an additional pilot, having unobstructed view and with

access to the controls of the aircraft, accompanies the flight (for purposes of safety) and provided further that, when a weather condition of broken clouds or solid overcast exists on a civil airway, no such training flight shall be conducted on said airway within five hundred (500) feet vertically from the upper or lower level of the broken cloud or overcast stratum, as the case may be.

(2) *Intentional Instrument Flight Plan.*—(a) Before the departure of any aircraft making an intentional instrument flight on a civil airway (except a flight for training purposes as provided in paragraph (d) of part (1) immediately above), or when visibility on said airway is less than one mile on the route to be flown, or whenever a flight can only be continued as an intentional instrument flight, the person in command of said aircraft shall present a flight plan, for forwarding to the point of destination, directly, or by telephone or telegraph, to one of the following agencies (whichever is nearest or most available, but in the order listed if equally available):

- (1) Airway traffic control station,
- (2) Airport control tower,
- (3) Department of Commerce teletype station, or
- (4) Air line radio station.

(b) The flight plan aforementioned shall contain the following information:

- (1) Proposed time of departure,
- (2) Proposed cruising altitude,
- (3) Type of equipment, and
- (4) Estimated flying time between stop and destination.

(3) *Intentional Instrument Flight Altitude.*—(a) As used in flight plans, or in position reports while flying, altitude shall be calculated in terms of feet above sea level as determined from an altimeter adjusted to correspond with the nearest barometric station.

(b) Every eastbound aircraft (meaning every aircraft flying a true course of 0° (or 360°) to, but not including, 180°), flying on a civil airway, shall fly at an ODD thousand foot level (such as 1,000, 3,000, 5,000, 7,000 etc. feet).

(c) Every westbound aircraft (meaning every aircraft flying a true course of 180° to, but not including, 360°), flying on a civil airway, shall fly at an EVEN thousand foot level (such as 2,000, 4,000, 6,000, 8,000 etc. feet).

(d) No deviation from the provisions of (b) or (c), immediately foregoing, may be made except for reason of safety in an emergency (following which flight must be resumed at one of the prescribed levels as quickly as possible), or when some different altitude has been authorized by an airway traffic control station.

(e) All crossings of a civil airway shall be effected at an altitude of five hundred (500) feet above or below the prescribed odd or even thousand foot altitude cruising levels governing east- and west-bound flights respectively (such as 500, 1,500, 2,500, etc., feet).

(4) *Additional Instructions or Regulations.*—All aircraft making intentional instrument flights on a civil airway shall observe and comply with instructions from the appropriate airport control tower operator and shall also observe and comply with all local airport regulations.

Approved, to take effect Aug. 15, 1936.

DANIEL C. ROPER,
Secretary of Commerce.

[F. R. Doc. 1155—Filed, July 8, 1936; 1:52 p. m.]

FEDERAL TRADE COMMISSION.**United States of America—Before Federal Trade Commission**

At a regular session of the Federal Trade Commission, held at its office in the City of Washington, D. C., on the 6th day of July A. D. 1936.

Commissioners: Charles H. March, Chairman; Garland S. Ferguson, Jr., Ewin L. Davis, W. A. Ayres, Robert E. Freer.

[File No. 21-253]

IN THE MATTER OF TRADE PRACTICE RULES FOR THE BUFF AND POLISHING WHEEL MANUFACTURING INDUSTRY

PROMULGATION OF TRADE PRACTICE RULES

Due proceedings having been had under the trade practice conference procedure in pursuance of the Act of Congress approved September 26, 1914 (38 Stat. 717).

It is now ordered that the trade practice rules of Group I which have been approved by the Commission in this proceeding and those of Group II which have been received by the Commission as expressions of the industry be, and

the same are, hereby promulgated for the Buff and Polishing Wheel Manufacturing Industry, as follows:

TRADE PRACTICE RULES

Buff and Polishing Wheel Manufacturing Industry

GROUP I

The unfair trade practices which are embraced in Group I rules are considered to be unfair methods of competition within the decisions of the Federal Trade Commission and the courts, and appropriate proceedings in the public interest will be taken by the Commission to prevent the use of such unlawful practices in or directly affecting interstate commerce.

Rule 1.

It is an unfair trade practice for a member of the industry directly or indirectly to give, or offer to give, or permit or cause to be given, money or anything of value to agents, employees, or representative of customers or prospective customers, or to agents, employees, or representatives of competitors' customers or prospective customers, without the knowledge of their employers or principals, as an inducement to influence their employers or principals to purchase or contract to purchase products manufactured or sold by such industry member or the maker of such gift or offer, or to influence such employers or principals to refrain from dealing in the products of competitors or from dealing or contracting to deal with competitors.

Rule 2.

Securing information from competitors concerning their businesses by false or misleading statements or representations or by false impersonations of one in authority, and the wrongful use thereof to unduly hinder or stifle the competition of such competitors, is an unfair trade practice.

Rule 3.

The defamation of competitors by falsely imputing to them dishonorable conduct, inability to perform contracts, questionable credit standing, or by other false representations, or the false disparagement of the grade, quality, or manufacture of the products of competitors, or of their business methods, selling prices, values, credit terms, policies or services, or conditions of employment, with the tendency, capacity, or effect of misleading or deceiving purchasers, prospective purchasers, or the consuming public, is an unfair trade practice.

Rule 4.

The secret payment or allowance of rebates, refunds, commissions, or unearned discounts, whether in the form of money or otherwise, or secretly extending to certain purchasers, special services, or privileges not extended to all purchasers under like terms and conditions, with the intent and with the effect of injuring a competitor and where the effect may be to substantially lessen competition or tend to create a monopoly or unreasonably restrain trade, is an unfair trade practice.

Rule 5.

Wilfully inducing or attempting to induce, by any false or deceptive means whatsoever, the breach of any lawful contract or contracts existing between competitors and their customers or their suppliers, or wilfully interfering with or obstructing the performance of any such contractual duties or services, with the purpose and effect of unduly hampering, injuring, or embarrassing competitors in their businesses, is an unfair trade practice.

Rule 6.

For any member of the Industry knowingly to aid or abet another in the use of unfair trade practices is an unfair trade practice.

Rule 7.

The making, or causing or permitting to be made or published, any false, untrue, or deceptive statement or representation, by way of advertisement or otherwise concerning the grade, quality, quantity, substance, character, nature,

origin, size, production costs, or preparation of any product of the industry, or in any other material respect, having the tendency or capacity to mislead or deceive purchasers, prospective purchasers, or the consuming public, is an unfair trade practice.

Rule 8.

Withholding from or inserting in the invoice statements which make the invoice a false record, wholly or in part, of the transaction represented on the face thereof, with the purpose or effect of misleading or deceiving purchasers, prospective purchasers, or the consuming public, is an unfair trade practice.

Rule 9.

It is an unfair trade practice for any member of the industry engaged in interstate commerce in the course of such commerce, either directly or indirectly, to discriminate in price between different purchasers of industry products sold for use, consumption, or resale within the United States or any place subject to its jurisdiction, whether in the form of prices, price differentials, discounts, terms of sale, services, or excessive allowances or adjustments for alleged defective merchandise or alleged shortage, or otherwise, and where the effect of such discrimination may be to substantially lessen competition or tend to create a monopoly in any line of commerce; *Provided*, That nothing herein contained shall prevent discrimination in price between purchasers of commodities on account of differences in the grade, quality, or quantity of the commodity sold, or that makes only due allowance for difference in the cost of selling or transportation, or discrimination in price in the same or different communities made in good faith to meet competition; *And provided further*, That nothing herein contained shall prevent persons engaged in selling goods, wares, or merchandise in commerce from selecting their own customers in bona fide transactions and not in restraint of trade.

Rule 10.

The practice of selling goods below the seller's cost, with the intent and with the effect of injuring a competitor and where the effect may be to substantially lessen competition or tend to create a monopoly or unreasonably restrain trade, is an unfair trade practice; all elements recognized by good accounting practice as proper elements of such cost shall be included in determining cost under this rule.

Rule 11.

The publishing or circulating by any member of the industry of false or misleading price quotations, price lists, terms or conditions of sale, or reports as to transportation costs, production, or sales, with the purpose and tendency or capacity to mislead or deceive purchasers, prospective purchasers, or the consuming public, is an unfair trade practice.

Rule 12.

For any person, firm, partnership, corporation or association to enter into or take part, directly or indirectly, in any agreement, understanding, combination, or conspiracy with one or more persons, firms, partnerships, corporations, or associations, to fix, maintain, or enhance prices, or suppress competition between or among them in the matter of prices or terms of sale with respect to any product or products of the industry or allied products, or by any other unlawful means to fix, maintain, or enhance prices or suppress competition between or among them in the matter of prices or terms of sale, is an unfair trade practice.

GROUP II

The trade practices embraced in Group II rules do not, per se, constitute violations of law. They are considered by the industry either to be unethical, uneconomical or otherwise objectionable; or to be conducive to sound business methods which the industry desires to encourage and promote. Such rules, when they conform to the above specifications and are not violative of law, will be received by the Commission, but the observance of said rules must depend

upon and be accomplished through the cooperation of the members of the industry concerned, exercised in accordance with existing law. Where, however, such practices are used in such manner as to become unfair methods of competition in commerce or a violation of any law over which the Commission has jurisdiction, appropriate proceedings will be instituted by the Commission as in the case of violation of Group I rules.

Rule A.

It is the judgment of the Industry that each member should independently keep proper and accurate records for determining his costs.

Rule B.

The industry approves the practice of handling business disputes between members of the industry and their customers in a fair and reasonable manner, coupled with a spirit of moderation and good will, and every effort should be made by the disputants themselves to compose their differences. If unable to do so, they should, if possible, submit these disputes to arbitration.

Rule C.

A committee on trade practices is hereby created by the industry to cooperate with the Federal Trade Commission and to perform such acts as may be legal and proper to put these rules into effect.

By the Commission.

[SEAL]

OTIS B. JOHNSON, *Secretary.*

[F. R. Doc. 1159—Filed, July 9, 1936; 9:19 a. m.]

United States of America—Before Federal Trade Commission

At a regular session of the Federal Trade Commission, held at its office in the City of Washington, D. C., on the 2nd day of July A. D. 1936.

Commissioners: Charles H. March, Chairman; Garland S. Ferguson, Jr., Ewin L. Davis, W. A. Ayres, Robert E. Freer.

[Docket No. 2630]

IN THE MATTER OF CLOPAY CORPORATION

ORDER APPOINTING EXAMINER AND FIXING TIME AND PLACE FOR TAKING TESTIMONY

This matter being at issue and ready for the taking of testimony, and pursuant to authority vested in the Federal Trade Commission under an Act of Congress (38 Stat. 717; 15 U. S. C. A., Section 41),

It is ordered that John J. Keenan, an examiner of this Commission, be, and he hereby is, designated and appointed to take testimony and receive evidence in this proceeding and to perform all other duties authorized by law.

It is further ordered, that the taking of testimony in this proceeding begin on Tuesday, July 21, 1936, at ten o'clock in the forenoon of that day, eastern standard time, in Room No. 317, Chamber of Commerce Building, Cincinnati, Ohio.

Upon completion of testimony for the Federal Trade Commission, the Examiner is directed to proceed immediately to take testimony and evidence on behalf of the respondent. The Examiner will then close the case and make his report.

By the Commission.

[SEAL]

OTIS B. JOHNSON, *Secretary.*

[F. R. Doc. 1158—Filed, July 9, 1936; 9:19 a. m.]

SECURITIES AND EXCHANGE COMMISSION.

United States of America—Before the Securities and Exchange Commission

At a regular session of the Securities and Exchange Commission held at its office in the City of Washington, D. C., on the 9th day of July A. D. 1936.

[File No. 32-27]

IN THE MATTER OF NEW HAMPSHIRE POWER COMPANY AND PUBLIC SERVICE COMPANY OF NEW HAMPSHIRE

NOTICE OF OPPORTUNITY FOR HEARING AND ORDER DESIGNATING TRIAL EXAMINER

A declaration having been duly filed with this Commission, pursuant to Section 7 of the Public Utility Holding Company Act of 1935, by New Hampshire Power Company and Public Service Company of New Hampshire, subsidiary companies of a registered holding company, regarding the issue of a promissory note or notes in the aggregate not exceeding \$650,000 to a bank or trust company by New Hampshire Power Company for the purpose of providing funds with which to redeem the First Mortgage Six Per Centum Sinking Fund Gold Bonds of the said company outstanding in the hands of the public in the amount of \$626,600, at the principal amount thereof, plus a premium of 3%, plus accrued interest to the date of redemption and regarding the indorsement of the aforesaid promissory note or notes by Public Service Company of New Hampshire;

It is ordered that the matter be set down for hearing on July 20, 1936, at 2:00 o'clock in the afternoon of that day, at Room 1103, Securities and Exchange Building, 1778 Pennsylvania Avenue NW., Washington, D. C.; and

It is further ordered that Robert P. Reeder, an officer of the Commission, be and he hereby is designated to preside at such hearing, and authorized to adjourn said hearing from time to time, to administer oaths and affirmations, subpoena witnesses, compel their attendance, take evidence, and require the production of any books, papers, correspondence, memoranda, or other records deemed relevant or material to the inquiry, and to perform all other duties in connection therewith authorized by law; and

It is further ordered that any interested state, state commission, state securities commission, municipality, or other political subdivision of a state, or any representative of interested consumers or security holders, or any other person desiring to be admitted as a party in this proceeding or to offer evidence in this matter, shall give notice of such intention to the Commission, such notice to be received by the Commission not later than July 15, 1936.

Upon the completion of the taking of testimony in this matter, the officer conducting said hearing is directed to close the hearing and make his report to the Commission. By the Commission.

[SEAL]

FRANCIS P. BRASSOR, *Secretary.*

[F. R. Doc. 1166—Filed, July 9, 1936; 1:02 p. m.]

Saturday, July 11, 1936

No. 86

PRESIDENT OF THE UNITED STATES.

CHEROKEE NATIONAL FOREST—TENNESSEE

By the President of the United States of America

A PROCLAMATION

WHEREAS certain forest lands in the State of Tennessee have been or may hereafter be acquired by the United States of America under the authority of sections 6 and 7 of the act of March 1, 1911, ch. 186, 36 Stat. 961, as amended (U. S. C., title 16, secs. 515, 516); and

WHEREAS it appears that the reservation as the Cherokee National Forest of the said lands together with certain other lands heretofore forming parts of the Pisgah National Forest and the Unaka National Forest would be in the public interest:

NOW, THEREFORE, I, FRANKLIN D. ROOSEVELT, President of the United States of America, by virtue of the power vested in me by section 24 of the act of March 3, 1891, ch. 561, 26 Stat. 1095, 1103, as amended (U. S. C., title 16, sec. 471), the act of June 4, 1897, ch. 2, 30 Stat. 34, 36 (U. S. C., title 16, sec. 473), and by section 11 of the said act of March